



# Iowa DOT Update

DMATS/RPA 8 Board Meeting – December 5, 2023





## Topics

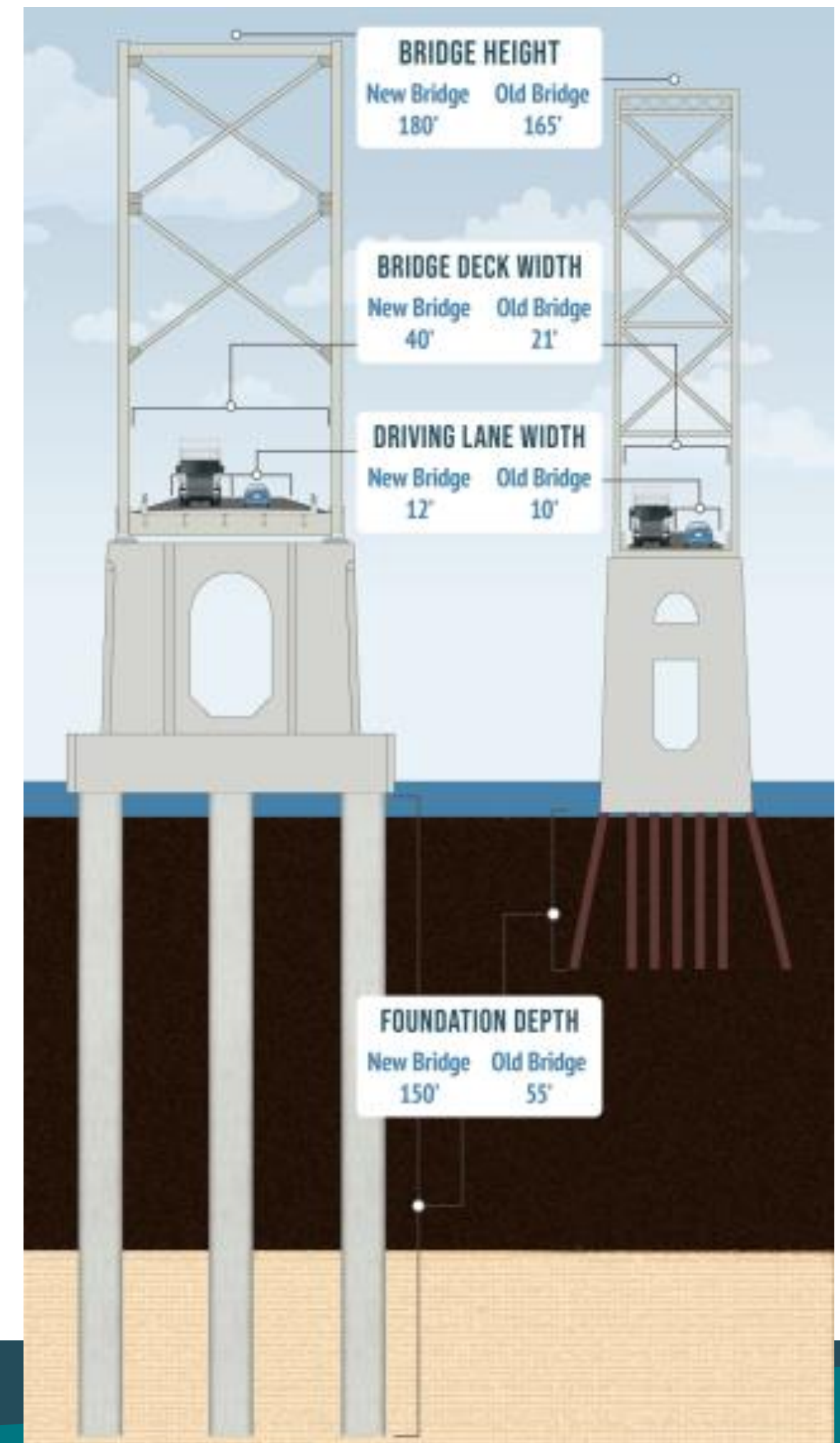
- Major Iowa DOT Activities
- Revenues Generated from Fuel Tax
- Contributions from ATVs to Road Systems
- All-Systems Overweight Permit Changes
- Impact of Changes on Local Option Sales Tax on the Transportation System

## Major Iowa DOT Activities – Lansing Bridge

- Iowa 9 Lansing Bridge
  - Activity started this fall – relocation of mussels
  - Construction through 2026 – fully functional in 2027



[“Liver of the river”: Aquatic biologists, scientific divers finish relocating endangered mussels in preparation for new bridge construction project | The Standard Newspaper \(waukonstandard.com\)](#)



## Major Iowa DOT Activities – National Electric Vehicle Infrastructure

- New US DOT program from the Infrastructure Bill
- Iowa allocated \$51 million over FFY 2022-2026 – approximately \$10.3 m per year
- Infrastructure within one mile of Alternative Fuel Corridor Routes (I-29, I-35, I-80, and I-380)
- First round of funding available for application later this month

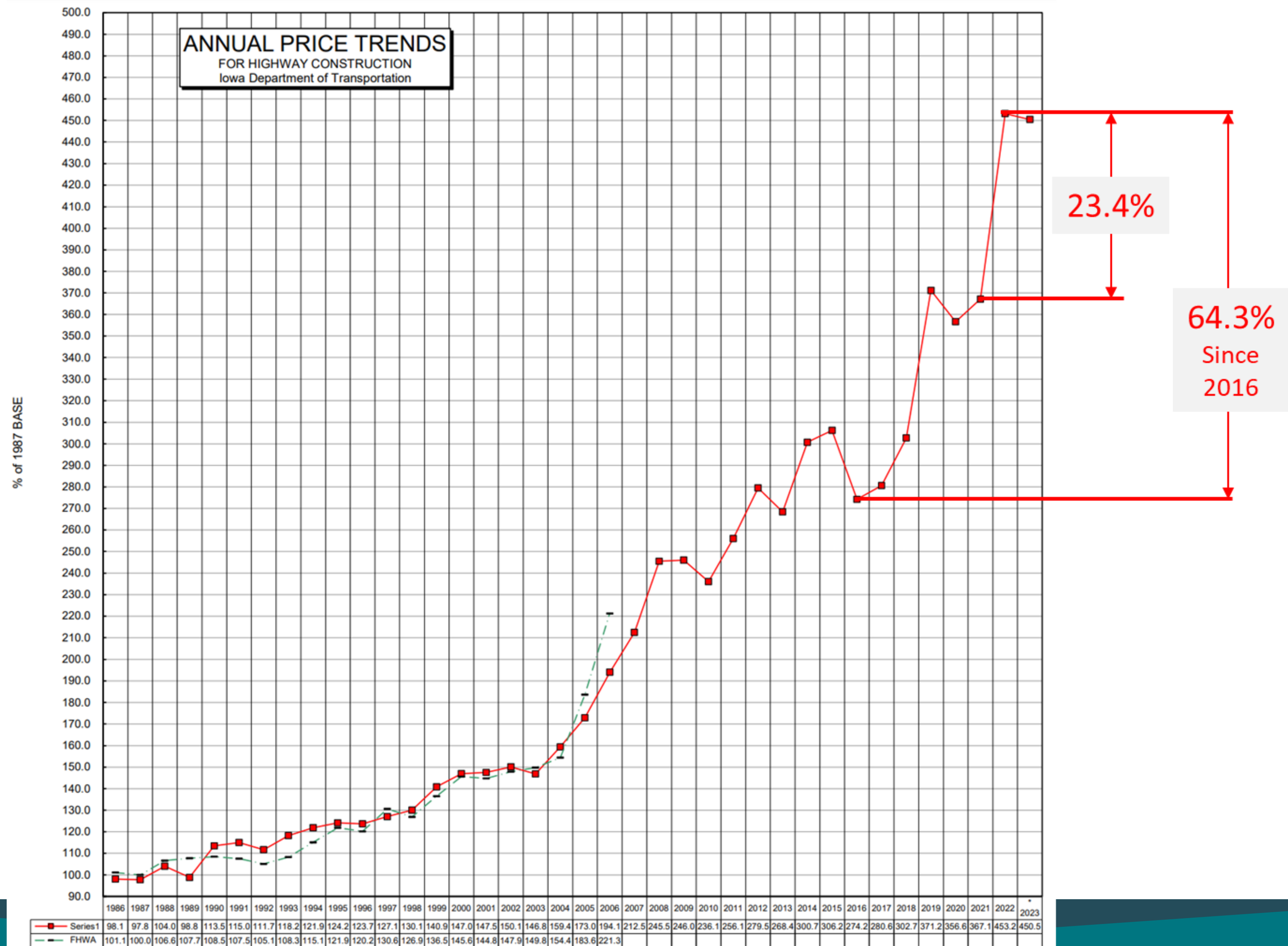
## Major Iowa DOT Activities – 2024-2028 Five-Year Program

- Approved in June 2023
- \$4.3 billion of state/federal funding
- Delayed 12 projects by up to one year
- No projects removed from the Program
- Challenges
  - No additional funding this cycle
  - Federal funding uncertainty
  - FY 2027 and 2028 are beyond Infrastructure Bill authorization
  - Construction cost increases
- US 30: Lisbon to DeWitt
  - Lisbon to West of Mechanicsville (Super-2): 2025 pavement rehab
  - West of Mechanicsville (Super-2): 2024 right-of-way and 2025 pavement widening



## Major Iowa DOT Activities – 2025-2029 Five-Year Program

- No new revenue
- Inflation is moderating
- FY 2024 Status
  - FY 2024 lettings through November: \$3.7 m below programmed amounts
  - FY 2024 revenue through October: \$13.7 m above forecast
  - Overall balance: \$7.5 overprogrammed (started at \$24.9 m over programmed)
- Three of the five years beyond the life of the Infrastructure Bill – forecast flat revenue



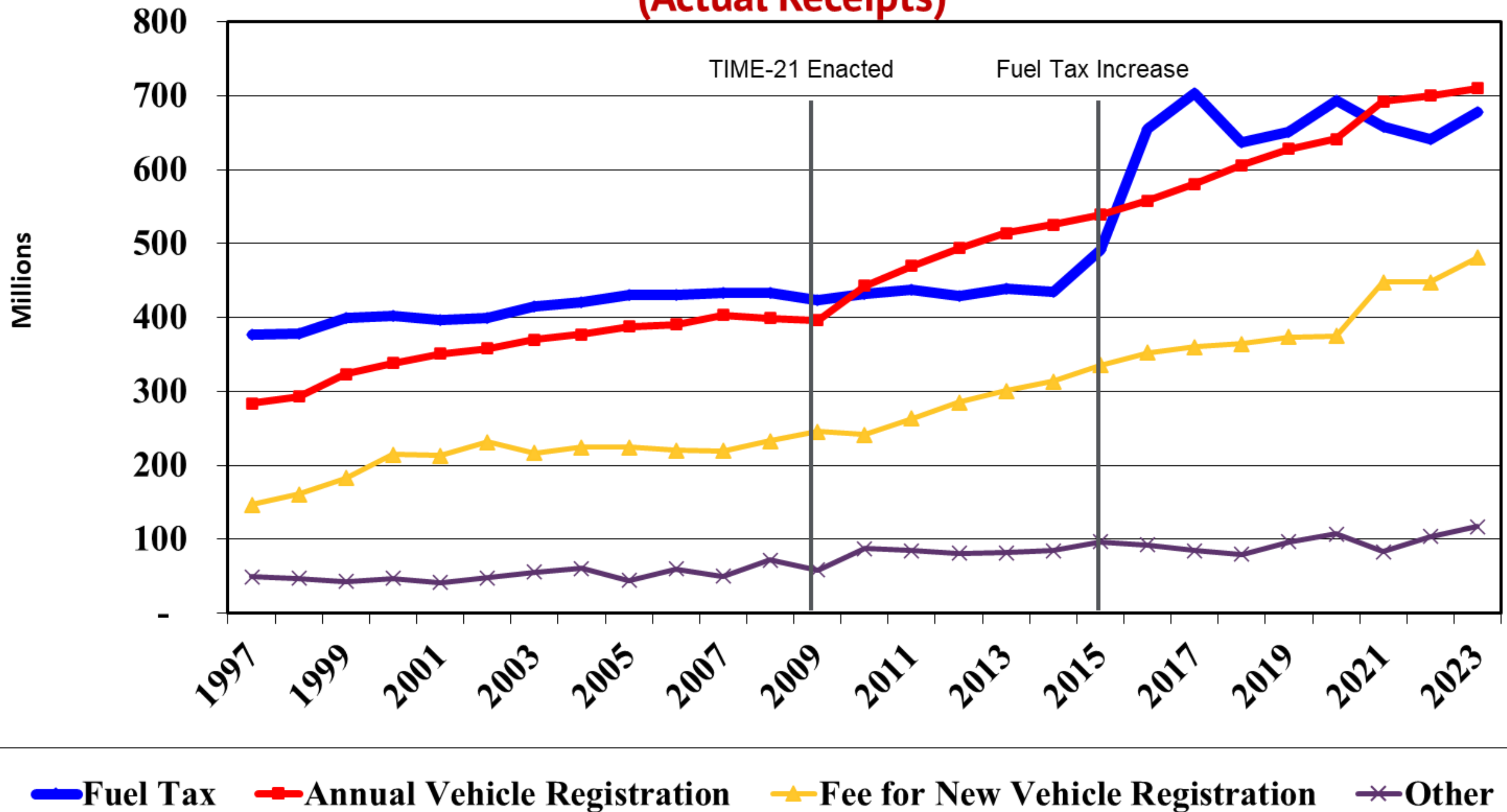
## STATE ROAD FUNDING (COMBINED RUTF/TIME-21)

Funding Source	FY 2024 (estimated)	Percent of Total	State Constitution Requires Funds be Used for Roads?
Fuel Tax	\$674 million	36 percent	Yes
Annual Registration Fee	\$713 million	38 percent	Yes
Fee for New Registration	\$405 million	21 percent	Yes
Other*	\$91 million	5 percent	No
Total	\$1.883 billion		

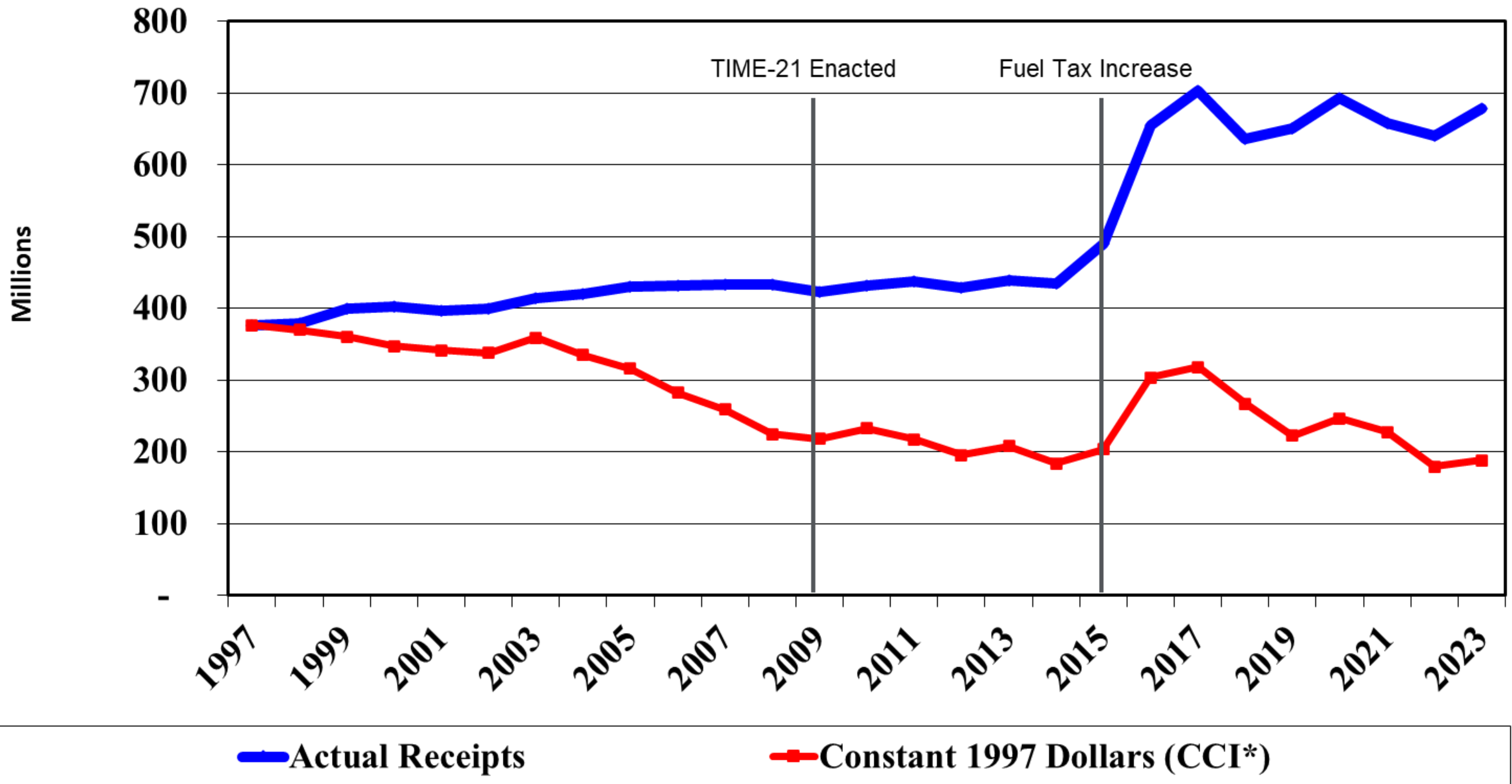
\* Driver's License Fees, Trailer Registration Fees, Title Fees, etc.



## Historic RUTF Revenue by Source (Actual Receipts)



# Historic State Fuel Tax Revenue





## Contributions from All-Terrain Vehicles to Road System

- Annual Registration Fee
  - \$18.50
  - Support ATV/OHV Trail Grant Program (Iowa DNR)
- Local Jurisdiction Fees
  - Cities are prohibited
  - County fees (e.g. Pottawattamie County – Road Pass \$50)
- State Fuel Tax – Refunds for unlicensed vehicles for offroad use
- Federal Fuel Tax – Federal Recreational Trails Fund

## All-Systems Overweight Permit

- Established in 2022 Legislative session
- Effective January 1, 2023
- Allows unlimited trips on **non-Interstate state highways** (US and Iowa routes) and certain city and county roads at 12 percent over current maximum legal weight based on number of axles and distance
  - 5 axle maximum: 89,600 pounds
  - 6 axle maximum: 100,800 pounds
  - 7 axle maximum: 107,520 pounds
  - Maximum axle weight of 20,000 pounds applies
- Cost: \$500 per truck and valid for 12 months from issuance
- Valid for both divisible and non-divisible loads



## All-Systems Overweight Permit (continued)

- Counties have until July 1, 2025, to identify which roads are included in permitted travel
- Counties that designate permitted roads receive a portion of the permit fee for bridge inspection, maintenance, repair, or construction.
- As of December 1, 2023
  - 79 counties have identified their system of permitted travel
  - 4,108 permits have been issued
  - \$2,037,696.50 in permit fees collected

## All-Systems Overweight Permit – Changes in the 2023 Legislative Session (SF 527)

- Permit is limited to paved roads
- County designations must include a written justification to Iowa DOT for any paved farm-to-market road or street designated as a truck route that is excluded from travel under the permit. DOT may disagree with report and follow dispute resolution process.
- Designated routes must connect with a state highway
- A person issued a permit can operate on the most direct route from where vehicle is loaded or unloaded to the nearest designated route
- Amber lights are no longer required



## All-Systems Overweight Permit (continued)

- This is different from the already existing All-Systems Oversize Permit
- Both permits require individual cities and counties to determine which, if any, roads are allowed to part of permitted travel.
- The eligible city/county roads are different for the two permits
  - All-Systems **Overweight** Permit Map:  
<https://iowadot.gov/mvd/motorcarriers/motorcarriers/All-Systems-Overweight-permit>
  - All-Systems **Oversize** Permit Map:  
<https://iowadot.gov/mvd/motorcarriers/motorcarriers/systemmap>

# All-Systems Overweight Permit Map

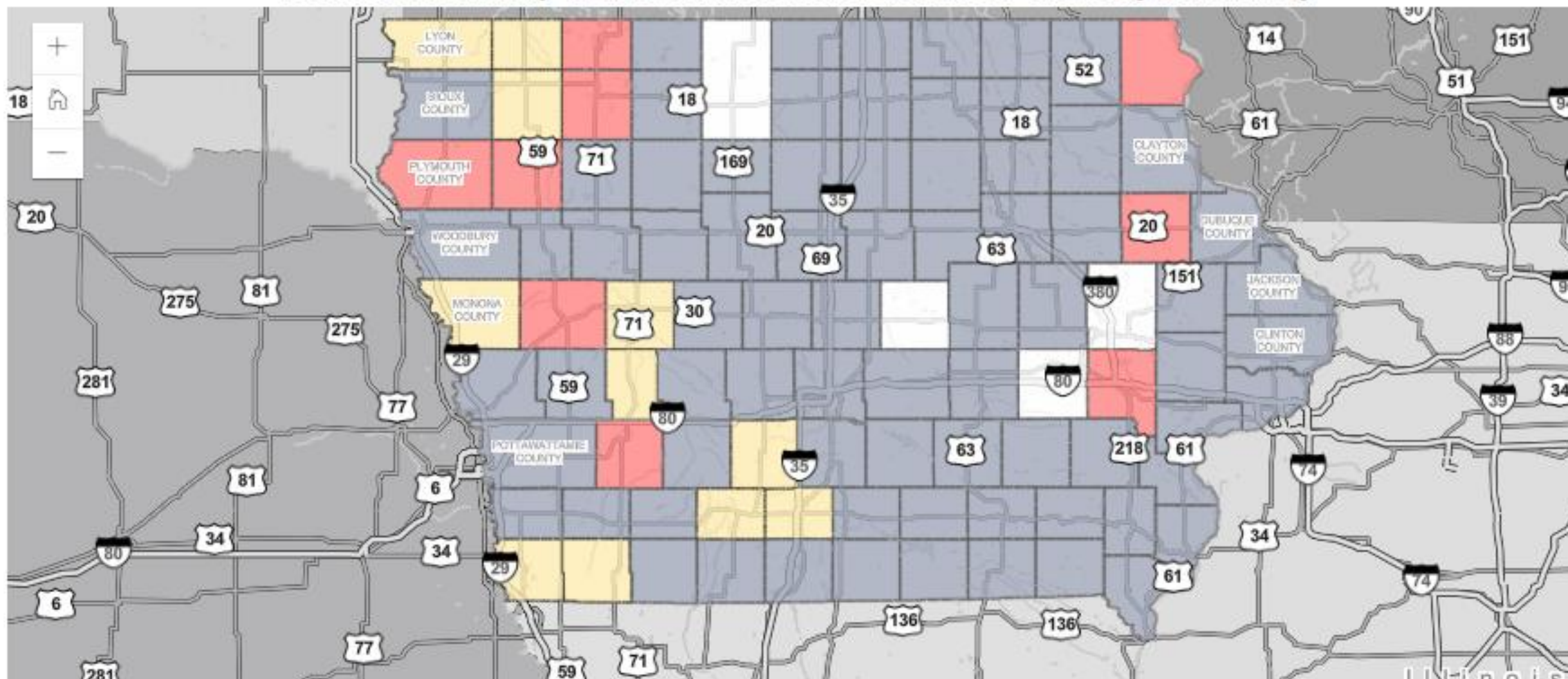
## COUNTY ROUTE RESTRICTIONS



## COUNTY/CITY ROUTES







**Zoom in to the map to see restricted route details for each city and county**











# All-Systems Overweight Permit Map

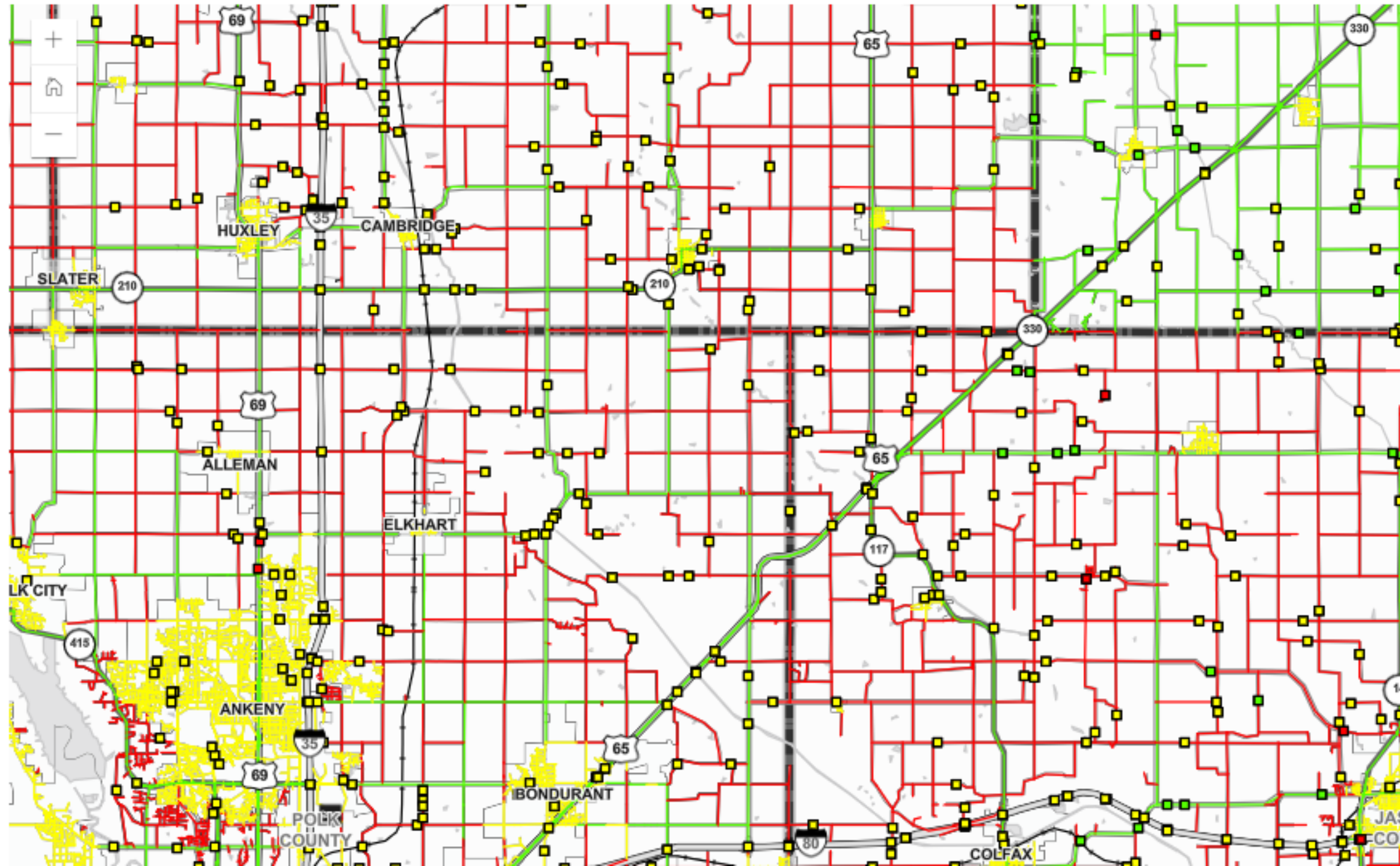
## COUNTY ROUTE RESTRICTIONS

-  All restricted     Some restrictions     Not reported     No restrictions

## COUNTY/CITY ROUTES

-  Restricted routes     No restrictions     Check with local contact - Not reported
-  Restricted bridges     Non-restricted bridges     Check with local contact - Not reported

Zoom in to the map to see restricted route details for each city and county



## Impact of Changes to Local Option Sales Tax on the Transportation System

- SSB1125/SF550: Local Option Sales Tax and Natural Resources Trust Fund
  - Introduced but not passed
  - Among other things, would eliminate local option sales and service tax and increase sales tax by one percent.
  - Allocation of a portion of state sales tax to Natural Resources Trust Fund
  - Allocation of a portion of state sales tax (more than one percent) to local distributions to cities and counties to replace the repealed local option sales tax.
- House File 718: Property Tax Bill
  - Passed/Signed into law
  - Potential impact on meeting minimum local effort requirements to secure full county Road Use Tax Fund allocation



*Thank you!*

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**Questions?**